

Transportation — Safe and Efficient

Transportation planning in the City strives to obtain a balance between regional and local perspectives and between functional needs and quality of life issues.

Over the past century the City's transportation network has become part of a regional suburban transportation system that connects major employment and population centers throughout Northern Virginia and the Washington, D.C. metropolitan area. While access, speed and efficiency of transportation are important considerations, safety and quality of life issues have gained importance to the residents of the City of Fairfax.

Transportation Network

The transportation network in the City of Fairfax exists to provide access to the residences and businesses in the City. The two most important considerations of the City's transportation network are the protection of the City's neighborhoods and the ease of accessibility to the City's commercial establishments. The City's neighborhoods could be better protected from cut-through traffic by rerouting or controlling commuter traffic. The existing through-traffic congestion that encourages cut-through traffic could be partially re-routed around the City and partially accommodated on well-designed arterials through the City. With less congestion, customers for City businesses would have safer and more efficient access to key retail centers.

Transportation systems provide for a variety of modes such as walking, bicycling, bus, rail and automobile. The City's trail system could serve to provide for increased access if it were improved in design, construction and location to encourage consistent and daily usage by pedestrians and cyclists as they travel to places of employment, schools, and parks. Local transit services would offer better service if it were enhanced through expanded bus and rail connections. Continued support for modes of transportation beyond the single occupancy vehicle would also help to reduce pollution and energy usage. Highway traffic that does not benefit the City should be encouraged to use bypasses around the City. The City of Fairfax should aggressively pursue inter-jurisdictional consensus to direct motorists with destinations elsewhere to road bypasses around the City, which will be key to controlling increased highway traffic through the City in the future.

Modes of Transportation

The City of Fairfax is supported by regional bus, rail and air facilities. The local transit system is the City University Energysaver, or CUE bus, which is owned and operated by the City of Fairfax and is partially funded by George Mason University. CUE was originally conceived as a circulator within the City limits with George Mason University as the focal point. While this basic orientation remains, CUE has expanded to connect with Metrorail, the regional rail system and Metrobus, the regional bus system for the Washington metropolitan area. CUE ridership has increased from 450,000 in 1987 to over 930,000 riders in 2010.

Air service to the City is provided via Dulles International Airport to the west and Reagan National Airport to the east. Both airports are approximately 15 miles from the City and are easily accessible by ground transportation. In addition, Reagan National Airport is connected to the City via the combination of Metrorail and CUE Bus. The expansion of Metrorail currently underway towards Dulles will make the CUE/Metrorail combination to this airport possible in the future; until that point, bus transit is available to Dulles from the West Falls Church Metrorail station. Additionally, it is possible to take an express Metrobus to the Baltimore-Washington International Airport, which is approximately 55 miles away, but has risen in prominence due to its addition of several low-cost carriers in recent years.

Special Transportation Services

City Wheels is a paratransit service the City developed for persons with disabilities to offer alternative transportation to requested locations within the City, to the Vienna/Fairfax-GMU Metrorail station, George Mason University and Inova Fair Oaks Hospital. City Wheels utilizes private taxicab companies to transport qualified mobility-impaired persons who cannot use conventional bus service.

MetroAccess, qualified under the Americans with Disabilities Act (ADA), is the inter-jurisdictional paratransit service (with lift-equipped vehicles) for the region operated by the Washington Metropolitan Area Transit Authority (WMATA). City residents qualified under the Americans with Disabilities Act can avail of this service for trips to locations within the City limits as well as much of the Washington Metropolitan Area.

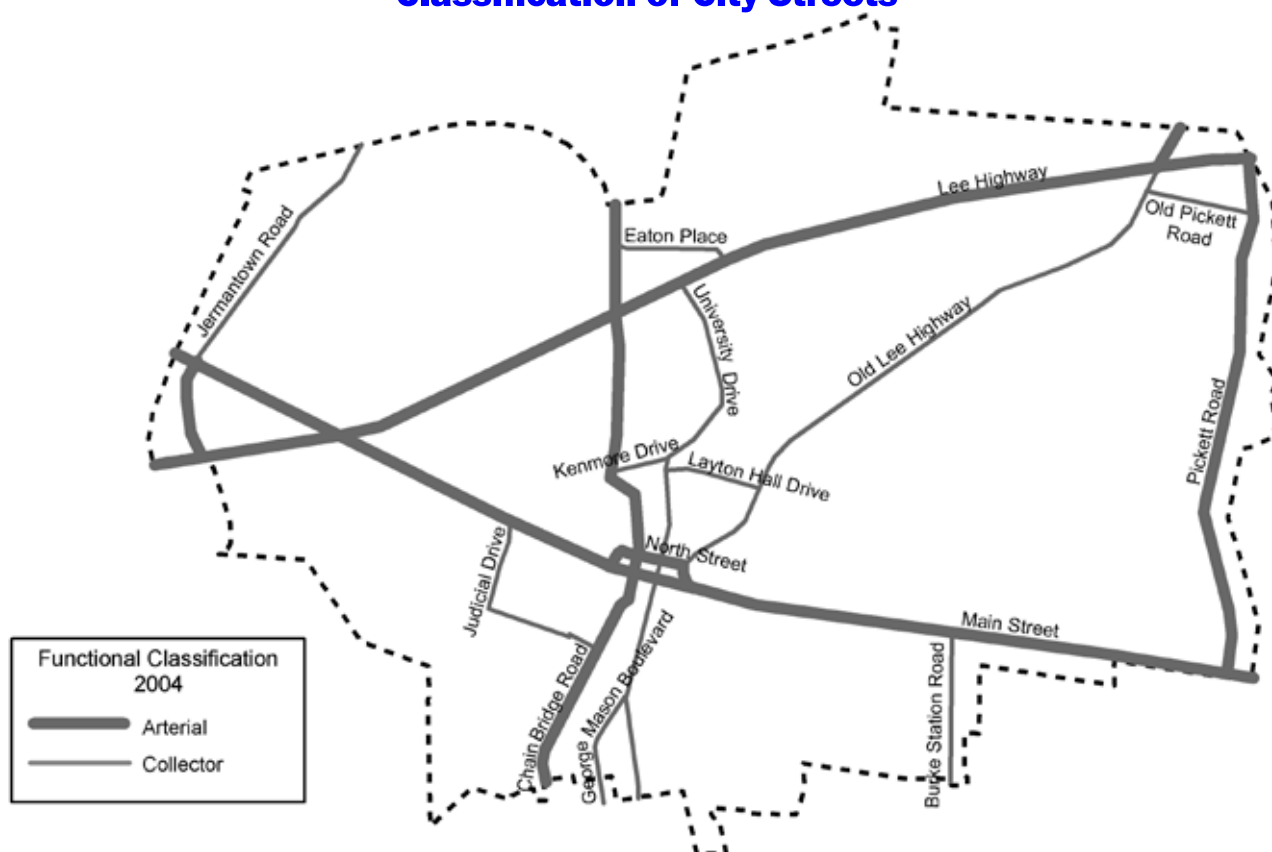
Fastran is a transportation service operated by Fairfax County that offers services on contract to the City for low-income elderly or disabled persons needing transportation to medical appointments located within and outside the City limits. City residents use the service primarily between 10 a.m. and 2 p.m. and must have a reservation.

Highways and City Streets

The City of Fairfax is at the crossroads of several important highways in Northern Virginia. The components of the US Highway System and Virginia State Highway System that traverse and serve the City are classified as Arterial Highways: US Route 29, US Route 50, VA Route 123, and

VA Route 236. Routes 29 and 50 have historically been major east/west commuter routes from Washington, D.C., converging just inside the City of Fairfax's eastern boundary at Fairfax Circle and continuing westward through the City as Route 29/50 (Fairfax Boulevard). They become two separate routes again inside the City limits near its western boundary. Route 50 continues northwest into Fairfax and Loudoun Counties and Route 29 continues southwest through Fairfax County into Prince William and Fauquier Counties. Route 123 (Chain Bridge Road) is a regional north/south travel corridor that creates special problems through the Old Town Fairfax Historic District and the residential areas to the north. Pickett Road (Rte. 237) provides a north/south bypass along the City's eastern boundary. Route 236 provides travel between the City, Annandale and Alexandria. Additionally, North Street, which is classified as an arterial, parallels Main Street (Route 236) through the Old Town Fairfax Historic District. Small sections of Jermantown Road and Old Lee Highway are also classified as arterials. These roadways are integral parts of a network of arterials, collectors and local streets that provide the predominant means of travel within the corporate boundaries of the City of Fairfax (see Map TRS-1). Arterials are streets or street segments generally characterized as four-lane (or more)

Map TRS-1
Classification of City Streets



Source: City of Fairfax CDP

divided streets with controlled access, and are primarily designed for the movement of through-traffic.

The Collector Streets in the City are generally two-lane undivided streets that provide direct access to abutting properties and that accommodate traffic between arterials and local streets or that link arterials to other collectors. Collectors are designed for the movement of both local and through-traffic. The City's collector streets are depicted on Map TRS-1: George Mason Boulevard, University Drive, Old Lee Highway, Kenmore Drive, Layton Hall Drive, Judicial Drive, Burke Station Road, Eaton Place, Old Pickett Road, and a segment of Jermantown Road.

All other streets in the City are classified as local streets and are generally characterized as two-lane undivided streets with direct access to abutting property. These local streets exist primarily for access to properties and the movement of local traffic.

Access to the Interstate highway system from the City of Fairfax is available via I-66, a major east-west travel way just north of the City. The Capital Beltway (I-495), about three miles east of the City along Route 50 or Route 236, provides a circumferential route around Washington, D.C. VTrans 2035, the Commonwealth of Virginia's long-range multimodal transportation plan, designates Interstate 66 as one of eleven key multimodal networks that provide significant contribution to the state's transportation infrastructure and economic stability. These eleven "Corridors of Statewide Significance," as they are identified in the plan, were required to satisfy the following four criteria for designation: involve multiple modes of travel or extended freight; provide connections between regions, states, or major activity centers; carry a high volume of travel; and provide a unique function and/or address statewide goals. The I-66 Corridor of Statewide Significance, termed the "Northern Virginia Connector" in the plan, encompasses a number of parallel transportation facilities (roads and rail), including US Routes 29 and 50 (see Map TRS-5). Route 50 (Fairfax Boulevard) between the western city line and the intersection with Route 29 at Kamp Washington has been identified as a location currently over capacity and the entire length of Fairfax Boulevard west of Eaton Place and Lee Highway between Kamp Washington and the western city line have been identified as locations projected to be over capacity. The state plan acknowledges that planned roadway expansions alone will not mitigate the situation, so multimodal measures that would help to alleviate overcapacity along the corridor, such as increased transit, HOV facilities, express bus, and expansions to Metrorail, are recommended.

The Fairfax County Parkway, VA Route 7100, west of the City adds another component to the regional highway network, making a significant contribution towards relieving demand for north/south travel that was previously served primarily by the Capital Beltway and Route 123 (Chain Bridge Road).

Trails

The City's trail system consists of various multipurpose trails, paved trails, sidewalks and shared roadways that serve the needs of pedestrians, joggers, and bicyclists. The City's trail system currently focuses on recreational users. Improvements to the existing trail system and the design of new trails will emphasize the system's relationship with and connection to other modes of transportation such as Metrorail and bus routes and other destinations such as employment centers in the City and George Mason University, potentially broadening the usage of the system.

The Washington and Old Dominion (W&OD) trail is connected to the City's trail system, providing trail access to the Vienna/Fairfax-GMU Metrorail Station. The connection point is the Gateway Regional Park, located at the Pickett Road/Old Pickett Road intersection in the northeast corner of the City. The park serves as a support facility for trail users by providing information, a rest station and bicycle racks.

While the W&OD trail is perhaps the most notable regional trail, a variety of trail facilities are available throughout the Northern Virginia area. The W&OD extends 45 miles from the Shirlington area in Arlington County to Purcellville, which is approximately 9 miles from the Appalachian Trail and the Blue Ridge Mountains. The W&OD is a multipurpose trail facility whose use is estimated by the Northern Virginia Regional Park Authority (NVRPA) to be over 2 million persons per year. The Northern Virginia jurisdictions with local trail systems that connect to the W&OD are Arlington, Fairfax and Loudoun counties and the cities of Fairfax, Alexandria and Falls Church. Together, these local and regional trails form the basis for a network of trails and support facilities throughout the Northern Virginia region.

Current Local Access Issues

Within the City of Fairfax, access issues vary depending on the development or redevelopment patterns of adjacent areas. Of particular concern are the integration of new streets into the City street system and the redevelopment of the downtown and the Fairfax Boulevard centers through

future mixed-use projects. Additionally, there are issues of traffic safety and efficiency on several City roadways such as Old Lee Highway, Jermantown Road, Chain Bridge Road, Roberts Road, and Pickett Road.

New Local Streets

No major tracts of residential land remain in the City to be developed. Although redevelopment is likely to occur throughout the City, no new roads of significant length are likely to be constructed as a result of the redevelopment. Short roads, connections and cul-de-sacs are expected to not significantly change transportation patterns.

Seldom-used Rights-of-Way

Two particular phenomena are becoming increasingly more important as completed neighborhoods begin to experience redevelopment. Throughout the City are short segments of right-of-way that were dedicated or deeded to the City long ago for the initial purpose of providing for future street construction. Over the years, residents in the surrounding neighborhoods have become accustomed to having these areas serve as neighborhood open space. In most cases, most residents of these neighborhoods would prefer that the City never allow these short segments of street to be built. In many cases, the street extension would not serve a substantial public purpose, while the continued use as open space does serve a substantial public purpose. Similarly, throughout the City, short “stub” streets exist that are already constructed, but do not provide usable access to any properties. These streets require City funds for maintenance, serve to increase storm water runoff, and provide little or no public benefit. Where practical, both types of right-of-way should be established as or converted to permanent open space with or without the construction of recreation facilities or other neighborhood amenities.

Historic District Circulation

One of the goals for the revitalization of Old Town Fairfax is to refine pedestrian and vehicular circulation to make the Old Town area more accessible and to give it more of a pedestrian- friendly environment. Pedestrian access within Old Town Fairfax is generally accommodated by bricked sidewalks, public plazas, and informal through-block connections. The sidewalks, in areas that have not received recent upgrades, are of insufficient width to accommodate the level of pedestrian traffic envisioned as this area is revitalized. Through the redevelopment process, there will be continued opportunities to improve the sidewalk widths and other pedestrian accommodations.

Also, Main Street and North Street were converted to two-way traffic in 2006 and numerous improvements were made to the pedestrian infrastructure. The sidewalk width in the City’s Public Facilities Manual provides an absolute minimum for facilities across the City (4 feet in width), but more substantial widths should be considered for new development and redevelopment in areas with significant pedestrian use.

While convenient bicycle access to the Old Town area is an important consideration, the City will not be able to safely accommodate bicycle traffic throughout Old Town. A combination of routing trail access to the edges of Old Town and the provision of bicycle stations at trail gateways would enhance bicycle access to and from Old Town without introducing additional complexity to the provision of safe and convenient pedestrian and vehicular movement through Old Town.

Fairfax Boulevard Redevelopment

The redevelopment of the Fairfax Boulevard corridor has been established as one of the City’s priority economic development projects. One of the redevelopment goals for Fairfax Boulevard is to create a tree-lined boulevard that will improve its appearance and create a more pedestrian friendly and inviting shopping and business environment. Fairfax Boulevard would be configured with landscaped medians, where possible, and enhanced streetscape features to encourage pedestrian activity. Slow lanes (with on-street parking), separated from the main travel lanes by landscaped medians, while not intended to be a consistent feature throughout the corridor, should be considered within or adjacent to portions of the Centers if the nature of adjacent redevelopment activity is such that those features would be appropriate. Recognizing the importance of Fairfax Boulevard as a major arterial in the City, and its role as an east/west commuter route, redevelopment plans will attempt to control direct access from individual properties and improve public transit while emphasizing pedestrian accessibility and shared automobile connections to businesses as well as compliance with the aesthetic guidelines of the Community Appearance Plan.

High Volume Streets and Intersections

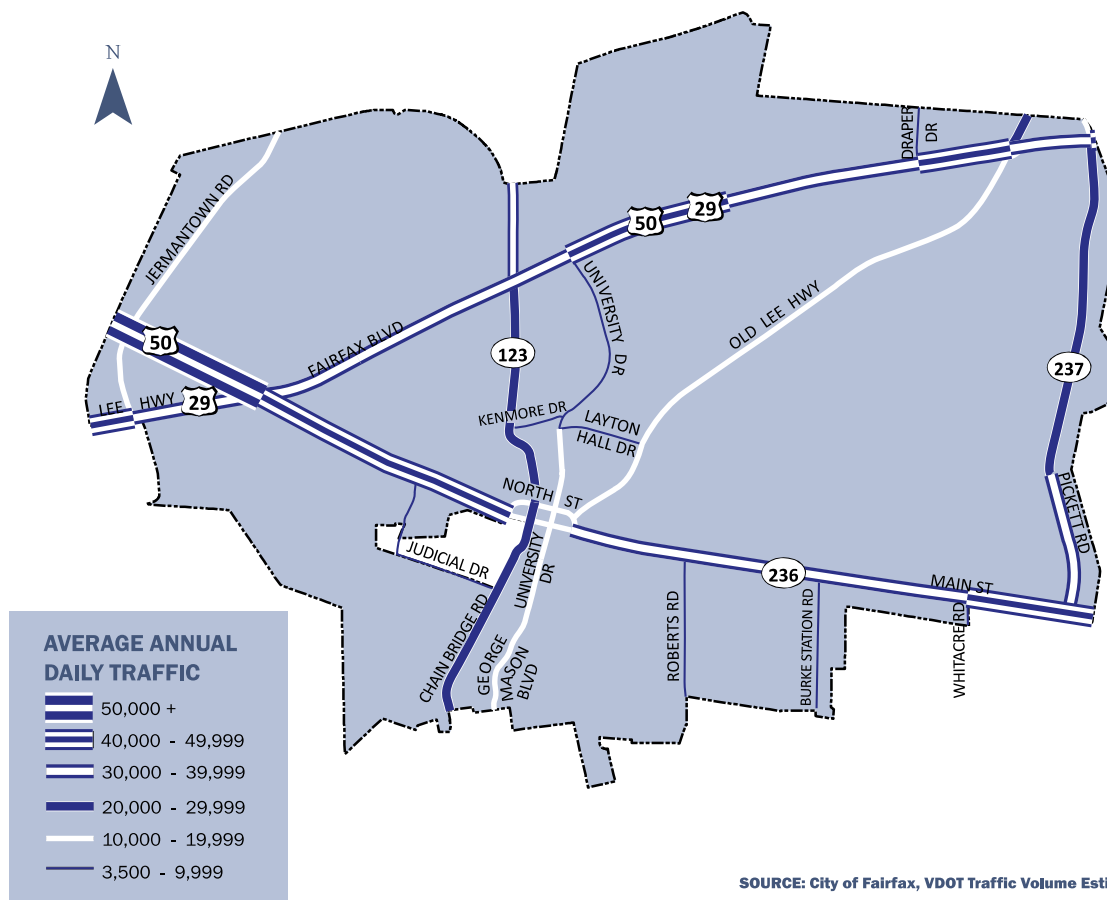
Since 2000, traffic on I-66 near the City has generally increased, resulting in an average in 2009 of 181,000 vehicles per day between the Route 50 interchange west

of the City and the Nutley Street interchange east of the City, with the largest increase between the Route 50 and Chain Bridge Road interchanges (as estimated by the Virginia Department of Transportation). During periods of congestion or when incidents occur on I-66, motorists often choose Fairfax Boulevard as an alternative for east-west travel. Consequently, Fairfax Boulevard contains the most heavily traveled sections of roadway in the City and the average daily traffic over the last ten years has remained high. Additionally, continued employment growth along the Dulles Corridor and in the Tyson's Corner area of Fairfax County have increased congestion on Chain Bridge Road north and south of Fairfax Boulevard. Road improvements along Fairfax Boulevard and other locations within the City of Fairfax have eased traffic conditions in some locations.

Traffic volumes for City streets were most recently collected by the Virginia Department of Transportation in 2009 and averages were developed for each road section during the ten years leading up to and including 2009 (see Map TRS-2). During this time period, the section of Fairfax Boulevard between the Routes 29/50/236 intersection at

Kamp Washington and the western City line averaged 53,300 vehicles per day, the highest daily traffic of any road segment in the City, as reported by VDOT. Design plans are underway to widen and realign the roadway and improve signalization at the high-volume Routes 29/50/236 intersection at Kamp Washington. Volumes along other sections of Fairfax Boulevard varied between 32,800 and 45,900 vehicles per day, with the short section between Pickett Road and the eastern City line carrying the second highest traffic in the City at 45,900 vehicles per day. Containing the highest volume section of roadway outside of Fairfax Boulevard, Lee Highway carried between 37,500 and 41,200 vehicles per day between Kamp Washington and the western City line. Chain Bridge Road carried its highest volumes at either end of its length within the City, averaging 28,600 vehicles between the southern City line and Judicial Drive and 38,100 between Fairfax Boulevard and the northern City line. Main Street carried between 36,100 and 40,300 vehicles per day between Kamp Washington and Pickett Road. Pickett Road carried between 27,600 and 33,200 vehicles per day between Main Street and Fairfax Boulevard. City-generated traffic counts have documented a higher number of

Map TRS-2
Average Traffic Volumes, 2000 - 2009



vehicles at certain locations in the City, so the VDOT annual average daily traffic figures reported in this Plan, which have been collected during the summer in recent years when lighter volumes tend to exist, may actually under-represent the number of vehicles traversing the City each day.

Jermantown Road north of Fairfax Boulevard is a three to four lane undivided street. Lighting, curb and gutter, sidewalks, and turn lanes have been upgraded and/or added in the corridor to improve its functionality, safety, and aesthetic. Plans for Jermantown Road north of Fairfax Boulevard include additional widening to allow for two through lanes northbound adjacent to the left turn lane into the shopping center entrance and a dual right turn lane, through lane, and left turn lane southbound at the Fairfax Boulevard intersection.

As part of the Old Town Fairfax redevelopment effort, a two-way traffic pattern was implemented for Main Street and North Street in 2006. Two-way traffic provides better access to properties, creates a more intuitive circulation pattern for visitors, improves visibility of commercial properties and storefronts, reduces vehicle miles traveled, and improves the pedestrian environment by generally calming traffic flow through an area. In order to support Old Town Fairfax as a destination and promote reinvestment in the historic core of the City, the directional changes were accompanied by a significant increase in off-street public parking. Rounding out the improvements to the transportation infrastructure, numerous enhancements to the streetscape were also completed. Streetscape enhancements included: wider sidewalks, textured crosswalks, pedestrian crosswalk indicators, wheelchair ramps, underground utilities, wayfinding signage, landscaping, and street furniture. If needed in the future, the signalization and design of Main Street and North Street would allow for a conversion back to one-way traffic flow.

While the changes to the transportation network described above have altered circulation in Old Town Fairfax, University Drive at its intersections with North Street and Main Street continues to be heavily utilized. Left turn movements from southbound and northbound University Drive onto both streets have a tendency to impede the flow of through traffic along University Drive. These types of delays have been partially mitigated through limitations on turning movements during peak hours and additional measures, such as a red light camera at the intersection of University Drive and North Street, have been implemented to help ensure safe travel in this busy area. Traffic at the major downtown intersections, which occasionally backs up into the intersections themselves causing delays to both the east/west and north/south streets, will require continued monitoring.

Chain Bridge Road north of downtown and through its intersection with Fairfax Boulevard also exhibits congestion during peak hours. The Chain Bridge Road and Fairfax Boulevard intersection (Northfax Gateway) will continue to be a high volume intersection because of its proximity to I-66. Planned roadway projects at the intersection of Chain Bridge Road and Fairfax Boulevard (and north to the Eaton Place intersection), as well as a replacement of the bridge over Accotink Creek near the intersection of Chain Bridge Road and Kenmore Drive, will help to improve the movements of pedestrians, bicyclists, and motorists through this highly used corridor.

Roberts Road (classified as a local street) is a significant travel way for George Mason University, particularly for vehicles coming from the east on Main Street. Future growth at George Mason University and improvements by Fairfax County of the portion of Roberts Road located in Fairfax County will continue to add more pressure on Roberts Road. However, within the City, Roberts Road will remain a local street that will not accommodate additional daily commuter traffic to George Mason University.

Pickett Road between Main Street and Mathy Drive is also an area of congestion because of the volume of traffic generated by the commercial development on either side of Pickett Road and the volume of truck and automobile traffic making a left turn at Main Street.

Westward Extension of Metrorail

In 2009, the Virginia Department of Rail and Public Transportation (VDRPT) published a Transit / Transportation Demand Management Study for the I-66 corridor. The study identified short and medium-term transportation projects and programs, including developing a Priority Bus service along I-66, which could begin to develop the infrastructure necessary for a future westward extension of Metrorail. Access improvements for buses at the Vienna/Fairfax-GMU Metrorail station, which are currently in design, and the development of station/parking facilities in the Monument Drive/Fairfax Corner area west of the City were recommended. The City supports the westward extension of Metrorail. However, the City opposes the location of a Metrorail station at the intersection of I-66 and Chain Bridge Road. The City supports a station located closer to the Fair Oaks Mall area and recognizes the importance of facilitating the development of multimodal linkages (vehicular, transit, bicycle, and pedestrian) to a new station, should it be constructed. The 2009 study also provides information toward the Tier One Environmental Impact

Study (EIS) for I-66 currently underway by the Virginia Department of Transportation. The I-66 EIS will examine a broad range of transportation issues and needs along the corridor and identify potential multimodal projects and associated impacts.

Current Regional Access Issues

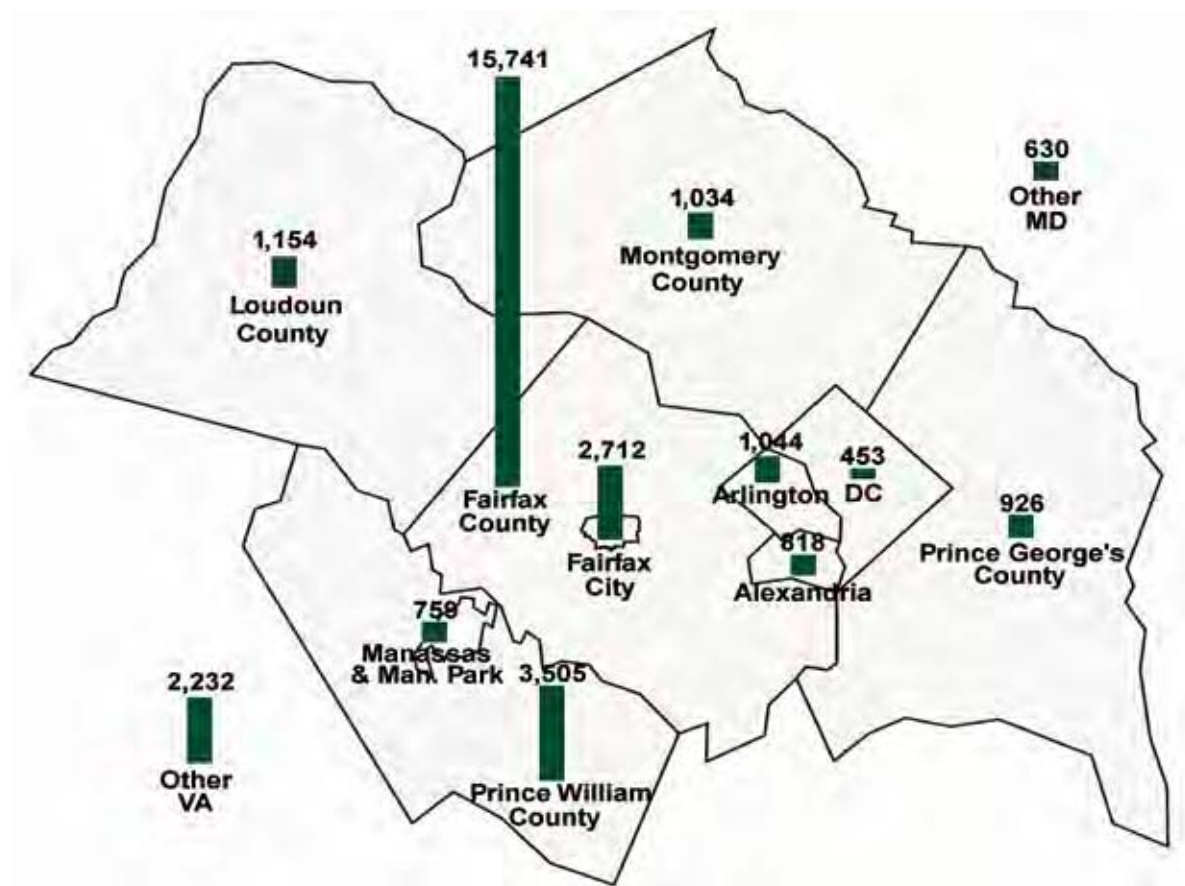
As commercial, office and residential development continues in Fairfax County, particularly west of the City and in the jurisdictions of Prince William and Loudoun Counties, the City continues to play a major role in the pattern of the region's commuter traffic. Traditionally, regional access issues in the Washington Metropolitan area have been created by the need for travel to the District of Columbia from the surrounding suburbs. This is still a predominant commuter pattern; however, a new pattern has evolved as employment centers are created in the suburbs. The new commuter pattern

demands the movement of traffic throughout Northern Virginia and Maryland in a less radial pattern. For example, as shown in Map TRS-3, the jurisdictions with the highest number of residents that are employed in the City of Fairfax do not come from the core of the region, but rather from around the periphery, including the Virginia counties of Fairfax, Prince William, and Loudoun. Even the suburban Maryland counties of Montgomery and Prince George's combined send more employees into the City of Fairfax than do the nearby centrally-located jurisdictions of Arlington County and the City of Alexandria combined. The need to move traffic north/south or east/west through Fairfax County and the City has created a new set of regional access issues affecting the City.

Commuter Travel

Commuter patterns have placed pressures on the City to meet the continuing traffic flow demands along the traditional east/west commuter routes (Routes 50, 236 and 29) which

Map TRS-3
Commuter Origins, 2000



Source: U.S. Census Bureau, 2003

radiate from the District of Columbia and to find new routes to accommodate the demand for north/south travel (see Map TRS-4). This is most effectively accomplished without compromising the character of the City by promoting bypass and alternative routes to carry traffic around the City, in conjunction with improvements in the City.

Fairfax Boulevard is one of the major east/west commuter routes to and from the District of Columbia. Key intersections along Fairfax Boulevard that experience peak hour congestion include Fairfax Circle, the Northfax Gateway, and Kamp Washington. The peak hour congestion experienced at these intersections is predominantly the result of pass-through commuter traffic.

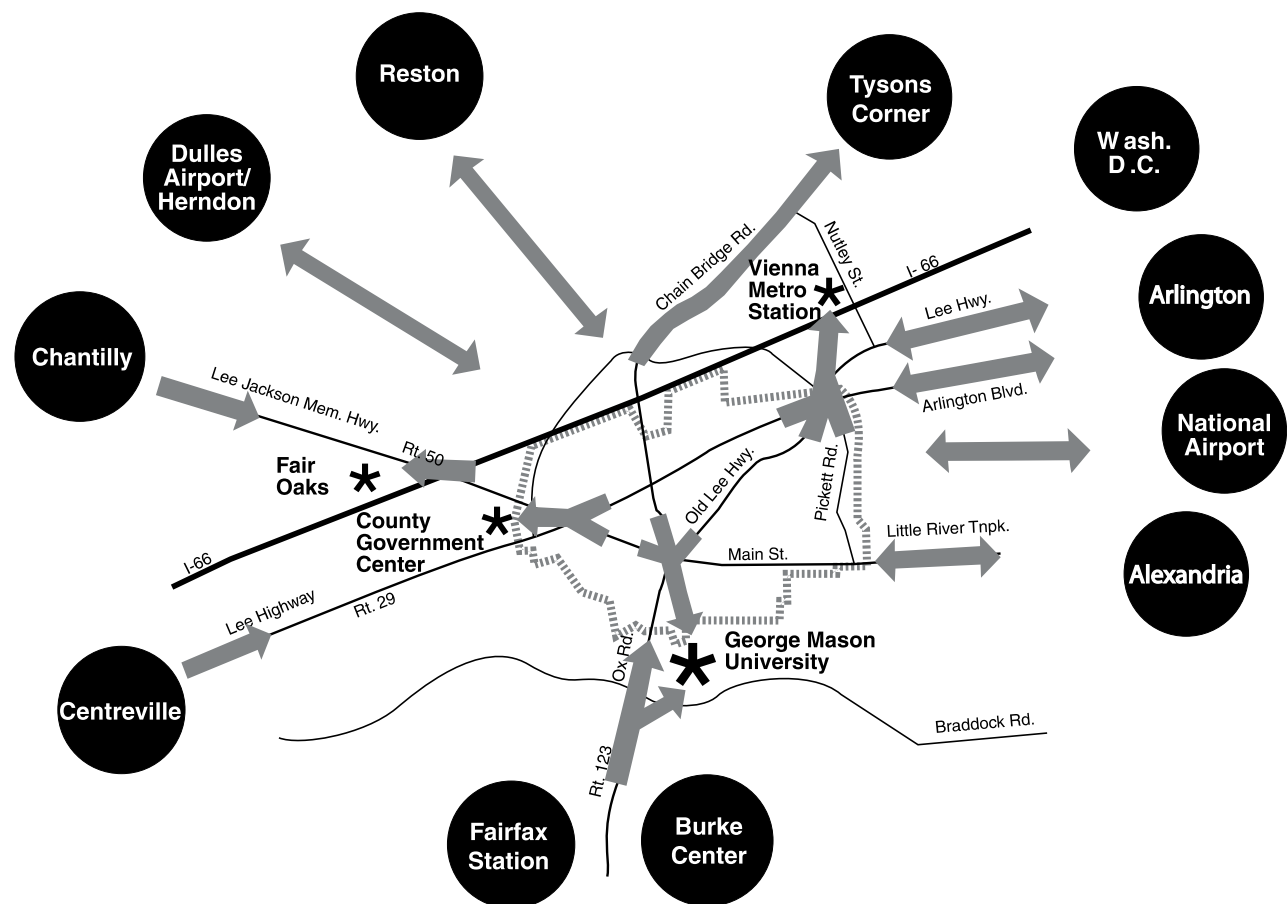
The commuter congestion at Fairfax Circle was relieved significantly by the 1991 construction of the Blake Lane/Pickett Road connection. This connection facilitated north/south travel without passing through Fairfax Circle. In 2009 the City installed sidewalks, crosswalks, and pedestrian traffic signals at Fairfax Circle, making the Circle safer and

accessible to pedestrians for the first time and reducing the danger of pedestrians attempting to cross the intersection.

The intersection of Pickett Road and Main Street is also a point of congestion as north/south travelers seek a connection to the south of Route 236 through Olley Lane and to the north through Blake Lane and Nutley Street. The congestion is further intensified by the shopping center activity on the northeast and northwest corners of this intersection. Recent widening of Pickett Road and new access points to the shopping centers that are less disruptive to traffic flow have reduced vehicle delays at this intersection.

On the western side of the City, Jermantown Road is a major north/south travel route, particularly for travel between the Oakton/Vienna area and points along the western ends of Lee Highway and Fairfax Boulevard (including Shirley Gate Road). Recently completed and upcoming roadway projects (Phase II) on Jermantown Road will increase vehicular capacity. The improvement of Shirley Gate from Braddock Road to Route 29 and the completion of Waples Mill Road

Map TRS-4
Commuter Traffic Origins and Destinations



Source: City of Fairfax CDP

from Route 29 to Route 50 created a partial north/south bypass route that relieves some of the commuter congestion on Route 123, the most direct north-south route through the City. The planned extension of Shirley Gate Road to the Fairfax County Parkway intersecting at a location between Popes Head Road and Braddock Road provides an opportunity for another north/south travel route that would help redirect traffic from Route 123.

Also affecting north/south travel is Roberts Road. Roberts Road carries traffic from the Fairfax County Parkway north to Braddock Road and into the City where it terminates at Main Street. The segment of Roberts Road within the City, which is planned to remain a two-lane undivided street, connects directly to several neighborhoods and contains curb cuts for individual driveways from Forest Avenue to Main Street. The significant thoroughfares that Roberts Road connects and the recent widening that has been completed near George Mason University will continue to draw traffic onto this street.

County Improvements

The completed or proposed widening of several east/west arterials in the County will have direct impacts on the City. These improvements will increase the speed of travel in the County; however, without matching sections through the City, bottlenecks will be created. The typical response to a bottleneck is to find a less congested alternate route, often through a residential neighborhood. Consequently, the serenity and safety of the City's residential communities may be jeopardized if matching sections or alternate routes are not provided. Jermantown Road has been widened from two lanes to four lanes at the north City limits. Proposed for widening in the County include: Route 50 (east and west of city limits)—from four lanes to six lanes east of the City and to eight lanes west of the City; Lee Highway (north and west of city limit)—from four lanes to six lanes; and, Little River Turnpike (east of city limit)—from four lanes to six lanes (see Map TRS-5).

Transportation Policy Guidelines

The City's Transportation Vision serves as the policy and planning groundwork for the Transportation Plan. Key elements of the Vision are to:

- Recognize that the City is at the crossroads of Northern Virginia and, therefore, is important in any Northern Virginia transportation plan/system;
- Provide a variety of safe and convenient traveling options for moving within and through the City;
- Support and enhance the unique character of the City, preserve the character of the downtown, minimize the effects upon the environment and enhance the City's economic vitality;
- Balance the competing interests of suitable access for residents and businesses versus efficient movement of vehicles within and through the City; and
- Offer new technologies and multimodal choices that are integrated or compatible with facilities and services in Northern Virginia.

Transportation— Goal, Objectives & Strategies

Goal: Facilitate safe and convenient vehicular, pedestrian and bicycle circulation within the City while minimizing the adverse impacts of through-traffic and automobile pollution.

Objective T-7.1 Actively promote the identification and development of regional solutions to improve traffic safety and efficiency.

Strategies

T-7.1.1 Continue City participation on regional transportation boards.

The City should continue to participate on regional transportation boards that seek to develop regional solutions to the problems of traffic congestion, support the provision and enhancement of public transportation, and provide opportunities for additional funding for transportation projects in Northern Virginia.

T-7.1.2 Continue consensus-building with Fairfax County on the transportation issues that must be addressed by both jurisdictions for more efficient traffic flow and safety.

The City of Fairfax and Fairfax County should continue to cooperate in considering various transportation alternatives. Improvements to increase the capacity of arterials through the City during peak periods and in emergencies or incidents should be considered on a case-by-case basis with improvements in the County, but should not compromise the City's vision for its street network. Adjacent interstate routes should be considered in both a local and regional context.

T-7.1.3 Support projects that promote alternatives to single-occupant vehicles during the peak period on major transportation routes.

On appropriate major transportation routes, such as I- 66, mass transit or high occupancy vehicle lanes during rush hours should be considered to the extent that the right-of-way necessary for their construction does not significantly impact adjacent established residential neighborhoods.

T-7.1.4 Encourage the connection of City bus services to other mass transit routes and facilities.

The CUE bus provides a connection to the Metrorail system through the service to the Vienna/Fairfax-GMU station. Connections to VRE stations and Fairfax Connector and Metrobus routes to major activity centers such as shopping malls, sports facilities, museums and airports would significantly enhance the transit service provided to City residents.

Objective T-7.2 Promote and accommodate bicycling and walking as alternative modes of transportation.

Strategies

T-7.2.1 Examine roadway segments near schools, churches, parks, shopping areas, and neighborhoods to provide safe pedestrian routes.

At appropriate locations along the City's streets, the provision of sidewalks, trails, pedestrian signals and crosswalks will help facilitate the safe travel of pedestrians. It is especially critical to connect residential areas with one another and with public facilities, businesses and services that residents need.

T-7.2.2 Develop sidewalks within residential neighborhoods to promote safety for children, the elderly and the disabled, making neighborhoods more pedestrian-friendly.

Sidewalks should be encouraged in residential areas where they will contribute to a safer pedestrian experience. Sidewalks should be constructed in a manner that minimizes disturbance to significant trees and landscape features. Many sidewalks, path and trail segments have been completed within the City, but are not fully usable because they do not connect with other key segments. Missing segments should be completed with construction or public funding obtained through the private development process and programmed public initiatives.

T-7.2.3 Complete an integrated Citywide trail system, with enhanced signage, and with support facilities such as lockers, rest stations and drinking fountains, to encourage bicycling and walking to places of employment, schools, shopping centers and neighborhoods. Special emphasis should be placed on a marked trail system that can link George Mason University and the Vienna/Fairfax-GMU Metrorail station.

The City should identify specific trail improvement projects that would be eligible for state and federal funding and take the necessary steps to pursue funding. Through the land development process for residential and commercial development, trail improvements, connections and support facilities should either be constructed by the developer or provided for by a contribution to the City. Where feasible, signage should identify the trails and feature directional signage to major destinations such as George Mason University, the Vienna/Fairfax-GMU Metrorail Station, and Old Town Fairfax.

Objective T-7.3 Encourage and accommodate safe vehicular traffic throughout the City.

Strategies

T-7.3.1 Work with the business community to improve the access to and from business areas.

The Commercial Real Estate Transportation tax was authorized in 2009 to fund critical transportation improvements along corridors that serve City businesses. The renewal of this surcharge on commercial and industrial property real estate assessments should continue to be reconsidered annually by City Council to determine its ongoing necessity. In addition, the integration of inter-parcel connections that feed traffic to collector streets and the consolidation of curb cuts are strategies that help improve access to and from businesses on arterial streets.

T-7.3.2 Design all new facilities and upgrade existing facilities to comply with all federal, state and local safety standards.

When new standards for transportation facilities are legislated, the City should act quickly to require implementation of updated standards for new projects and work to update existing facilities to the new standards, regardless of whether the pre-existing standards are technically allowed to remain in place.

T-7.3.3 Pursue new technologies that would improve safety on City streets.

As new safety-enhancing transportation technologies are invented, the City should pursue the use of such technologies where applicable and when a significant increase in safety as a result of the implementation of new technologies can be expected.

T-7.3.4 Ensure the safety of City streets by incorporating traffic calming measures as needed.

Guided by public input, the City currently operates a successful traffic safety program, taking measures to calm traffic as they are needed on a case-by-case basis within each City neighborhood. The City should continue the program, with an emphasis placed on responding to public input.

Objective T-7.4 Develop and support measures to deter cut-through traffic and the negative effects of traffic in the City's neighborhoods.

Strategies

T-7.4.1 Direct through-traffic to arterials.

Neighborhood cut-through traffic is generally the result of motorists attempting to avoid congested arterial roads and signalized intersections. Traffic optimization measures on arterials should continue to be implemented. Direct access from individual properties onto arterials should be discouraged to allow uninterrupted traffic flows. Signage directing through-traffic to arterials should be installed where appropriate.

T-7.4.2 Support neighborhood efforts to control cut-through traffic.

In neighborhoods where a cut-through traffic problem has been identified, effective traffic control measures should be considered as a means to discourage speeding and calm traffic.

Objective T-7.5 Encourage the use of public transportation and other modes of travel as alternatives to the private automobile.

Strategies

T-7.5.1 Promote a regional approach to public transportation planning.

The use of public transportation helps to conserve energy and provide an efficient, cost-effective alternative to the automobile. The City should exercise leadership in inter-jurisdictional efforts to address public transportation issues and ensure appropriate access to Metrorail stations for City residents. Methods to encourage ridesharing and transit use on a regionwide basis using methods such as parking code revisions and employer incentive programs should be pursued. Park and ride centers in suitable locations west of the City to provide for commuter parking, car pooling and transit needs should be investigated and encouraged.

T-7.5.2 Enhance CUE bus service to maintain current ridership, encourage new users and provide the types of facilities that will make the CUE bus a unique and appealing alternative mode of transportation.

The City should continue to strive to make riding the CUE bus a pleasant experience by maintaining reliable scheduling, providing bus shelters or benches where appropriate, posting real-time information at major stops, and making bus stops more visible. In addition, the City should encourage new ridership in all segments of the population, with particular attention to the elderly and disabled segments, through marketing campaigns and looking to expand service if fiscally viable. The City should continue to provide top quality service on its CUE buses and use appropriate management techniques to measure customer satisfaction and needs.

T-7.5.3 Encourage businesses to provide transit subsidies or other incentives to use alternative transportation to their employees.

As business areas of the City redevelop and attract larger employers, the City should provide development incentives to employers who provide transit subsidies to their employees.

Objective T-7.6 Obtain funding for transportation improvements from sources other than the City General Fund.

Strategies

T-7.6.1 Participate in the regional process for evaluation and recommendation of projects to be applied for state and federal funding.

Working as a group, regional agencies can procure funding for larger projects that can affect individual jurisdictions, especially smaller ones such as the City. City staff and elected officials should work with regional agencies to identify projects in which City interests can be included.

T-7.6.2 Encourage the provision of transportation improvements in the land development process commensurate with the type and level of development.

City officials should vigilantly work to obtain transportation improvements that will mitigate the traffic impacts of new developments and redevelopments as much as possible. If possible, revisions to City code designed to guarantee adequate transportation improvements is preferable to relying on negotiations during the land development process to obtain the improvements.

T-7.6.3 Explore other funding sources such as grants and public-private partnerships to develop transportation initiatives.

Staff should constantly be on the lookout for programs or opportunities that could be utilized to bring to reality projects that otherwise would be difficult to fund using the City's normal sources of revenue.

Objective T-7.7 Encourage the regional use of Transportation Systems Management (TSM) efforts to promote operational, managerial and regulatory strategies to influence the demands on the transportation network.

Strategies

T-7.7.1 Work with other local governments to develop sample ordinances and regulations that could be enacted within the region that would standardize TSM efforts.

TSM will be most effective if it is used throughout the region. Standardized ordinances and regulations would benefit the entire region while maintaining a

“level playing field” with regards to effects of TSM methods on land development.

Objective T-7.8 Design improvement projects to maximize the efficiency of the transportation system.

Strategies

T-7.8.1 Design roadway improvements to minimize idle time at intersections.

The City should continue efforts to maximize road system efficiency such as synchronization of traffic signals along the City’s arterial roadways (where appropriate), limiting left-turn vehicle movements to controlled intersections, bypass routes around the City, and widening of certain portions of arterials.

T-7.8.2 Make the CUE bus system more functional and user-friendly.

Continue to aid the CUE bus patron with real-time information such as provided by Next Bus and provide amenities that will attract additional riders to CUE.

T-7.8.3 Examine local traffic counts and intersection analyses and implement measures to ensure the appropriate balance between efficient traffic flow and pedestrian safety.

As the City addresses the problem of traffic congestion on the major arterials with techniques such as signal synchronization, it will also become a priority to ensure that pedestrians are allowed to cross these streets safely. Pedestrian activation of crosswalk signals during the next traffic cycle should continue to be installed at key intersections.

Objective T-7.9 Locate clear signage to direct traffic around and through the City.

Strategies

T-7.9.1 Support regional signage efforts to direct through traffic to bypasses around the City.

It is important that signage inside and outside of the City be designed and located so that motorists are directed to bypass routes and other alternative travel routes that are designed for high traffic volumes and long trips. The City should continue to participate with VDOT and Fairfax County to improve a signage that will place through-traffic on bypass routes around the City to the extent practical.

T-7.9.2 Provide appropriate signage to direct local traffic to destinations within the City.

A unique signage program should continue to be developed and expanded to clearly identify the City limits at entry points along the arterial roadways. This signage program should include traffic signs as well as directional signage for key locations in the City such as Old Town Fairfax, Kamp Washington, Fairfax Circle and individual sites such as Old Town Hall and City Hall.

Objective T-7.10 Improve the Old Town Fairfax area traffic flow so that it is a safer environment for vehicles and a pedestrian-friendly environment for shoppers and tourists.

Strategies

T-7.10.1 Pursue efforts to complete construction of bypass routes that divert through-traffic from the City.

To improve downtown traffic flow and pedestrian safety, steps should be taken to reduce the through-traffic volume in that area. This may be accomplished by the development of suitable bypasses around the City, effective directional signage, and improvement of designated through-routes within the City.

T-7.10.2 Continue to provide the types of facilities necessary at critical downtown intersections to ensure that pedestrians are able to cross the streets safely and conveniently.

Where feasible, sidewalks should be improved to provide better separation of pedestrians from passing vehicular traffic. Sidewalks should be designed with appropriate barriers between the pedestrian and moving vehicles. Consideration should be given to continuing to optimize pedestrian crossing signals at critical downtown intersections. Improvements to these intersections should also include brick (or special pavement) crosswalks that will emphasize to passing vehicles the presence of pedestrian crossings.

T-7.10.3 Continue to design vehicular and pedestrian travelways in Old Town so that they are complementary and have minimal conflict points.

As the downtown redevelopment continues, the City should continue to provide adequate facilities for both vehicles and pedestrians. Sidewalk design should discourage mid-block crossing and driveway entrances should be designed such that drivers are cognizant of pedestrians as well as other vehicles.

T-7.10.4 Examine alternatives for the connection of Old Town to nearby residential areas.

A system of trails, paths and sidewalks should be developed to provide a pleasant and safe route for pedestrians to neighborhoods that surround Old Town Fairfax. These facilities should be clearly and distinctively marked with unique signage, landscape treatments and pedestrian amenities such as benches, drinking fountains and low-level signature lighting to promote evening use.

Objective T-7.11 Develop a process that provides transportation information to the public and provides for feedback from the public.

Strategies**T-7.11.1 Provide opportunities for public input on transportation improvements.**

Give residents, civic and business leaders the opportunity to present their ideas on transportation improvements and provide feedback in an expeditious manner.

T-7.11.2 Use all available media to provide transportation information to the public.

Such methods as traffic camera feeds into the City's cable station, strategically located dynamic message signs, information signs, maps, brochures on transportation subjects, and use of the website and email for updated information will help to get information to city residents and businesses in a timely manner and in an understandable format.

Transportation Plan

The Transportation Plan provides guidance in prioritizing, funding and implementing City transportation projects. It balances regional access considerations, financial resources, multi-modal opportunities, traffic flow improvements, safety, and accessibility issues with the City's goals and objectives articulated throughout the Comprehensive Plan. Through-traffic volume and distribution as well as neighborhood cut-through traffic continue to be the major transportation concerns of the City. The recommendations contained in the Transportation Plan and chapter are generally depicted on Map TRS-5.

Traffic volumes, and related congestion and safety issues, will increase as additional development occurs in and, especially, outside the City. While road construction projects in surrounding jurisdictions have diverted some of the traffic from the City's thoroughfares, it is anticipated that through-traffic volumes are only temporarily reduced. Both arterials and collectors must be improved to accommodate increased traffic or methods to divert and shift travel patterns and travelers' habits are needed.



George Mason Boulevard.

Regional Initiatives

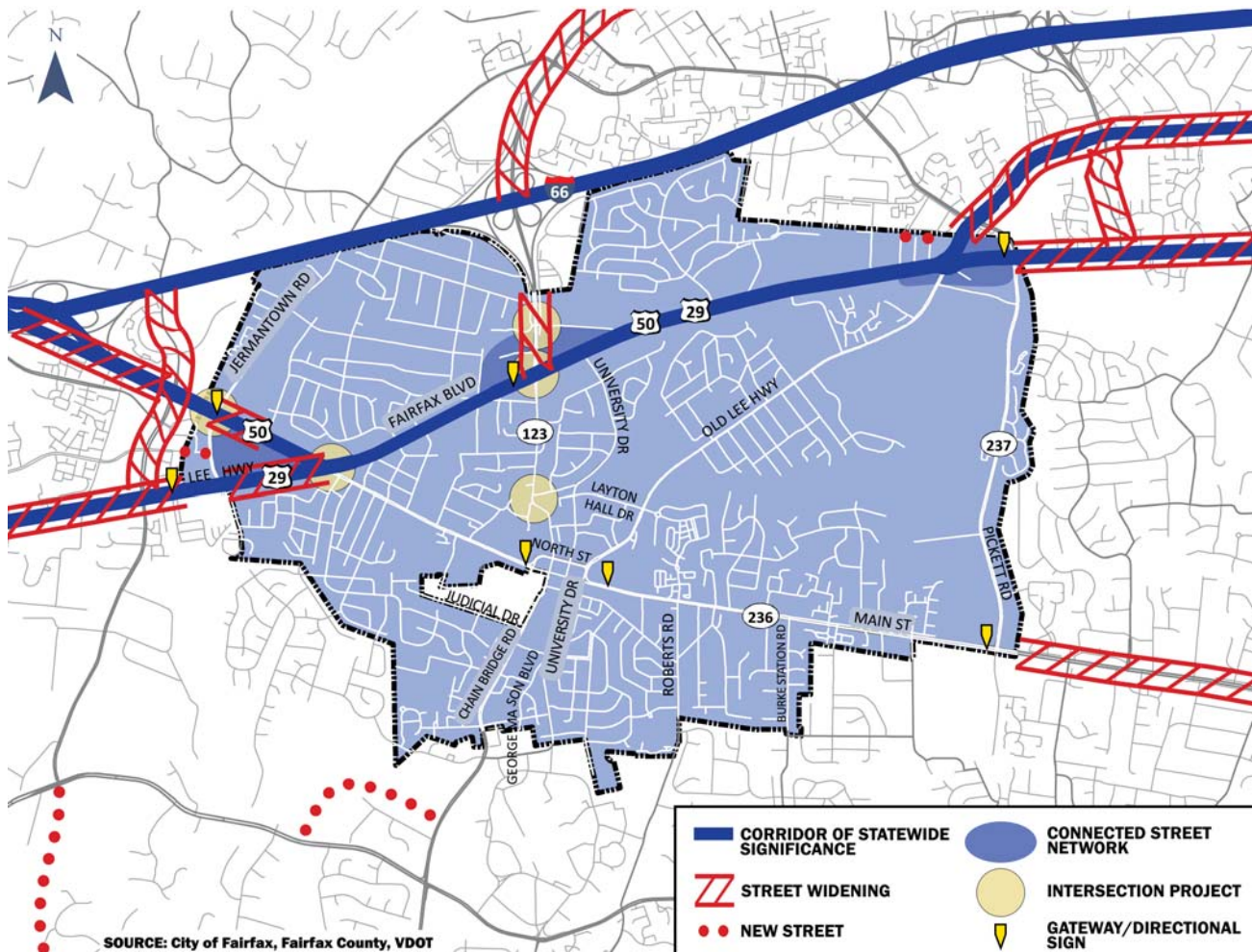
Transportation improvements within the City are expected to be of only limited benefit over the long term unless regional transportation alternatives for diverting traffic from the City are identified and implemented. The City supports the following regional initiatives currently under consideration or development for improving regional traffic conditions in the following order of priority:

1. Improved accessibility and capacity of the region's interstate routes, particularly I-66;
2. The westward extension of rail service in the Dulles and I-66 corridors;
3. Installation of signage on the Route 123 Corridor encouraging Fairfax County Parkway use to bypass the City;
4. The extension and enhancement of Virginia Railway Express (VRE) service in the I-95 and I-66 corridors;
5. Development and implementation of the outer beltway concept; and
6. Establishment and enhancement of commuter parking facilities throughout the region.

Local Initiatives

The City continues to participate with Fairfax County, the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT) in the ongoing examination of the Central Fairfax Area, which includes the City of Fairfax and adjacent portions of Fairfax County. This cooperative effort provides information and dialogue essential to coordinating transportation planning in the Central Fairfax Area of

Map TRS-5
Transportation Plan Map



Northern Virginia. The City supports several initiatives that are located in the City and immediately surrounding areas, as described in the sections below.

Shifting East-West Traffic

East-west traffic traveling through the City should be directed to the Fairfax Boulevard Corridor to reduce the travel demands on the Main Street Corridor, especially through the downtown area, provided that the adjacent segments of Fairfax Boulevard, Arlington Boulevard and Lee-Jackson Highway are improved in Fairfax County to similar capacity levels. Plans, designs, or projects are underway at a number of the major intersections along Fairfax Boulevard, including Jermantown Road, Routes 29/50/236 at Kamp Washington, and Chain Bridge Road. Additional considerations for the Fairfax Boulevard Corridor are described below in the section entitled “Major Transportation Corridors.”

Directional Signage

In addition to specific construction projects that shift through-travel demands, it is important that signage inside and outside the City be designed and located so that motorists are directed to bypass routes and other transportation alternatives that are designed for high traffic volumes and long trips. The City should continue to work with Fairfax County and VDOT in reviewing current and projected travel patterns and in developing signage projects that address the shifting of:

- east-west traffic from Main Street to Lee Highway and Fairfax Boulevard,
- north-south traffic around the City or to Pickett Road, and
- commuting traffic to/from George Mason University via Braddock Road and George Mason Boulevard.

Directional signage for motorists traveling to/from the Vienna/Fairfax-GMU Metrorail Station should also be addressed.

Park and Ride Facilities

Sites for commuter park and ride facilities around the periphery of the City should be examined and identified. These sites will be served by the CUE or other regional bus systems, providing connections to the Vienna/Fairfax-GMU Metrorail Station, as well as to a new station in the Fair Oaks Mall area (if constructed as part of a westward expansion of Metrorail), shifting station access from automobile to mass transit. Sites along the western and southern edges of the City, including existing retail parking areas and redevelopment areas, should be considered as possible park and ride locations.

Major Transportation Corridors

Four major transportation corridors are located within the City. In the east/west direction, the corridors are Main Street (and North Street in the downtown area) and Lee Highway/Fairfax Boulevard. In the north/south direction, the corridors are Chain Bridge Road and Pickett Road. CUE buses and Metrobuses traverse the arterial roadways within these corridors. In addition to the four corridors that traverse the City, the segment of Jermantown Road between Fairfax Boulevard and Lee Highway is considered a key arterial route.

As traffic has grown in and around the City, the major transportation corridors have taken on the majority of the responsibility for handling the traffic that travels to or from, as well as through, the City. Further, the following intersections have become the major focus of traffic operations in the City: Main Street at Lee Highway/Fairfax Boulevard (Kamp Washington), Main Street/North Street at Chain Bridge Road, Main Street at Pickett Road, Jermantown Road at Lee Highway, Chain Bridge Road at Fairfax Boulevard, Fairfax Circle and Fairfax Boulevard at Pickett Road, and Jermantown Road at Fairfax Boulevard. Improvements at intersections outside of, but in close proximity to, the City are also warranted, including Waples Mill Road at Route 50 and Shirley Gate Road at Route 29 to the west and Blake Lane at Route 29 to the east. Other nearby intersections that should be considered for improvement include: University Drive at Route 123, Braddock Road at Route 123, Olley Lane at Route 236, Nutley Street at Route 50, and Jermantown Road at Route 123.

The City supports the following improvements to the major transportation corridors:

Fairfax Boulevard Corridor

This corridor – including the length of both Route 29 and Route 50 within City limits – should continue to develop as the primary east-west transportation and business corridor in the City, interconnecting with the Lee Highway, Arlington Boulevard and Lee-Jackson Highway corridors in Fairfax County. These arterial roadways currently vary between four and six lanes throughout the City.

Fairfax Boulevard would be configured with landscaped medians, where possible, and enhanced streetscape features to encourage pedestrian activity. Slow lanes (with on-street parking), separated from the main travel lanes by landscaped medians, while not intended to be a consistent feature throughout the corridor, should be considered within or adjacent to portions of the Centers if the nature of adjacent redevelopment activity is such that those features would be appropriate.

The expanded capacity, intersection and access improvements, and preferential treatment of bus service are intended to increase the corridor share of east-west traffic, shifting it from Main Street and from the historic downtown area. Selective widening of the arterial roadway should be combined with the following improvements and actions to support appropriate development of the corridor:

- Preferential treatment of emergency and transit vehicles, with improved bus service including express service to Metrorail, to support new businesses;
- Replacement of service drives/provision of interparcel access;
- Consolidation of access points;
- Continued synchronization, where appropriate, and optimization of signalized intersections during peak periods, special events and incidents through the City and with Fairfax County;
- Directional signage to/from corridor (especially along Main Street in the City and Little River Turnpike in Fairfax County); and
- Interconnection of Spring Street, Campbell Drive and Roanoke Street.

Five key intersections with Fairfax Boulevard (Jermantown Road, Main Street, Chain Bridge Road, Fairfax Circle and Pickett Road) should continue to be evaluated to identify long-term solutions that mitigate traffic congestion at these locations. The solutions should reflect the goal of reducing through-traffic on each of the crossing roadways while facilitating traffic flow on Fairfax Boulevard. The addition of a third westbound lane on Fairfax Boulevard between Bevan Drive and Jermantown Road, planned for implementation in conjunction with additional improvements on Jermantown Road and at its intersection, demonstrates the type of long-term solutions that should be developed.

Chain Bridge Road Corridor

Improvements for pedestrian safety and convenience and appropriate streetscape treatments, as illustrated in the Community Appearance Plan, are essential components of the character of the corridor.

Chain Bridge Road (South City Line to Judicial Drive)

Section should remain as is with enhancements only to pedestrian, bicycling and public transportation facilities. Redevelopment should provide for consolidation of access points.

Chain Bridge Road (Judicial Drive to Whitehead Street)

Section should remain as is with enhancements to pedestrian, bicycling and public transportation facilities and streetscape measures in accordance with the Community Appearance Plan. Redevelopment should provide for consolidation of access points. Traffic signal operation facilities have been upgraded to maximize efficiency.

Chain Bridge Road (Whitehead Street to Kenmore Drive—Rust Curve)

Section should remain as is with pedestrian facilities added if feasible. The replacement of the bridge over Accotink Creek currently in design not only upgrades the structural load capacity and roadway geometrics, but also includes an improved crossing for bicyclists and pedestrians.

Chain Bridge Road (Kenmore Drive to Warwick Avenue)

As the City implements a long-term transportation plan, specific attention should be paid to the design of a concept for Chain Bridge Road between Kenmore Drive and Warwick Avenue that reinforces the preference for its use as a City “business” and residential street. The need for some improvement should also

be recognized. The alignment of these improvements should take advantage of the existing roadway.

Any future improvements must also recognize the residential character of the area by incorporating appropriate sidewalks, landscape planting, underground utilities and other residential safety improvements, while taking appropriate care to deter cut-through traffic in adjacent neighborhoods and preserving existing trees. A sidewalk on the west side of the road should connect with the City’s trail system at Belle’s Bird Sanctuary, with safe crossing of Chain Bridge Road provided by a new crosswalk incorporated into the bridge replacement project.

Chain Bridge Road (Warwick Avenue to Fairfax Boulevard)

Improvements to the segment of Chain Bridge Road between Warwick Avenue and Fairfax Boulevard, including construction of a turn lane at the intersection at Warwick Avenue, should be considered in coordination with intersection improvements at Fairfax Boulevard and Chain Bridge Road. The improvements are intended to refine safety and operations along the segment and balance the need to provide accessibility and through-movement of vehicles.

Chain Bridge Road (Fairfax Boulevard to north City limits)

Most of this segment has been completed as a six-lane divided roadway. Design alternatives for the intersection that address turn lanes and storage capacity, geometric realignments, and potential lane additions will be developed. In addition, the intersection design is being developed in conjunction with a drainage study to improve the conveyance of storm water in the area and the north fork of Accotink Creek between Chain Bridge Road and Eaton Place. Any final design should reflect the goal of reducing through-traffic on Chain Bridge Road while facilitating traffic flow on Fairfax Boulevard. In addition, a number of alternatives will be studied to address congestion at the Chain Bridge Road and Eaton Place intersection. This project should complement the design of the Chain Bridge Road and Fairfax Boulevard intersection.

Main Street/North Street Corridor

Main Street (East City Line to Roberts Road)

Efforts to improve traffic circulation at the intersection with Pickett Road should continue. The remainder of the corridor should remain as it is with improvements only to pedestrian, bicycling and public transportation facilities.

Main Street & North Street (through Old Town Fairfax)

Future improvements should complement the improvements already completed, taking into consideration pedestrian safety, vehicular access/loading requirements, and design features compatible with the historic character of the downtown area.

Main Street (Judicial Drive to Kamp Washington)

Section should remain as is with only enhancements to pedestrian, bicycling and public transportation facilities. Improvements to the intersection of Main Street with Lee Highway and Fairfax Boulevard should address congestion and pedestrian access. Design plans currently underway would re-align the existing lane shifts on Main Street, optimize signalization, and add capacity through additional or expanded turn lanes and through lanes.

Pickett Road

This segment of Pickett Road between Main Street and Mathy Drive should continue to be monitored. The implementation of any needed improvements should be coordinated with the improvements in Fairfax County along the Route 236 corridor and, if feasible, scheduled so as to occur concurrently.

The remaining segments of Pickett Road should be improved with pedestrian facilities, bus service enhancements and other improvements to support existing or future residential development in the corridor. The area around Thaiss and Gateway Parks should be analyzed to improve safety for pedestrians and bicyclists attempting to cross Pickett Road.

Jermantown Road***Jermantown Road (from Lee Highway to Fairfax Boulevard)***

After further study, major improvements should be implemented on Jermantown Road at its intersections with Fairfax Boulevard and Lee Highway. Signal improvements and lane configuration changes are currently in design for the intersection of Jermantown Road and Fairfax Boulevard. Redevelopment of uses along this segment of Jermantown Road should include consolidated access points. The extension of Government Center Parkway in Fairfax County to Jermantown Road should only be considered in conjunction with large-scale redevelopment and additional street improvements in the Jermantown Road/Kamp Washington area.

Jermantown Road (from Fairfax Boulevard to north City line)

This segment is three to four lanes and has been improved with lighting, curb and gutter, sidewalks, and turn lanes. Additional plans include widening to allow for two through lanes northbound adjacent to the left turn lane into the shopping center entrance.

Other Roadway Recommendations

Old Lee Highway***Old Lee Highway (from Accotink Creek to Fairfax Boulevard)***

Old Lee Highway should be improved by consolidating access points to commercial development, adding landscaped median islands, as feasible, and improving pedestrian, bicycle and public transportation facilities. The traffic signal at Old Pickett Road should be improved by eliminating at least one of the driveways on the west side controlled by the signal.

Old Lee Highway (from Layton Hall Drive to Accotink Creek)

Old Lee Highway currently exists as a two-lane road. It should remain in that configuration subject to safety improvements. Safety conditions of the sidewalks and trails along this roadway should be examined and improvements made where warranted. Access issues for local streets bordering on this section should be studied. Public transportation facilities should be improved.

Old Lee Highway (from North Street to Layton Hall Drive)

Old Lee Highway should remain in its current configuration with enhancements only to pedestrian, bicycling and public transportation facilities.

University Drive/George Mason Boulevard***George Mason Blvd. (between Armstrong Street and GMU)***

Through traffic between George Mason University and University Drive has been rerouted between Armstrong Street and the University from the original, residential portion of University Drive to George Mason Boulevard, a new two-lane divided street within a 70- foot-wide

right-of-way with a landscaped median, sharrows (shared bicycle/vehicle lanes), and sidewalks or paths. The relocated roadway serves local and George Mason University traffic and efforts should be made to direct north-south commuter traffic to Chain Bridge Road. Additional landscaping and beautification is planned for the street. The final roadway design of this segment aimed to satisfy the following:

- Reducing cut-through traffic in neighborhoods in the southeast portion of the City;
- Accommodating existing and projected traffic volumes along the University Drive corridor;
- Establishing a direct transportation link between Old Town Fairfax and George Mason University;
- Facilitating access to development along the University Drive corridor;
- Establishing a traffic pattern that is environmentally responsible with improved vehicular, bicyclist and pedestrian safety, and quality landscaping; and
- Accommodating public transportation services and facilities.

University Drive (between Kenmore Drive and Armstrong Street)

This section should remain as it currently is with enhancements to pedestrian, bicycling and public transportation facilities and streetscape measure in accordance with the Community Appearance Plan. Redevelopment should continue to provide for consolidation of access points. Traffic signal operation facilities should be upgraded to maximize efficiency and to provide as close to real time operation as is feasible.

University Drive (north of Kenmore Drive)

This section should remain as is with enhancements to pedestrian and bicycling facilities and traffic control measures compatible with its use as a residential street.

Roberts Road

Improvements along Roberts Road will be limited to maintenance of the existing roadway and the addition of safe pedestrian access on both sides of the street.

Transportation Improvements Cost Estimates

The planned street projects described in the sections above, and depicted on Map TRS-5, are estimated with the following costs:

Project	Section (and page number)	Cost (in millions)
Main Street / Lee Highway / Fairfax Boulevard intersection improvements	Main Street Corridor (p. 142-143)	\$6
Jermantown Road, Fairfax Boulevard/ Jermantown Road intersection, and Fairfax Boulevard widening between Bevan Drive and Jermantown Road	Fairfax Boulevard Corridor and Jermantown Road (p. 141-142 and 143)	\$4.5
Accotink Creek bridge replacement	Chain Bridge Road Corridor (p. 142)	\$5.5
Northfax drainage and intersection improvement	Chain Bridge Road Corridor (p. 142)	\$15
Extension of Government Center Parkway to Jermantown Road	Jermantown Road (p. 143)	\$4
Interconnection of Spring Street, Campbell Drive, and Roanoke Street	Fairfax Boulevard Corridor (p.141-142)	\$4

Public Transportation

The City continues to operate a highly popular and successful CUE bus service providing direct connections throughout the City including the downtown, major transportation corridors, the Vienna/Fairfax-GMU Metrorail Station and George Mason University. To continue to encourage the use of this service, accessibility to bus stops should be improved. Continued improvements to public transit services should be performed through schedule improvements, better-coordinated bus-rail and bus-bus connections, and more frequent bus service. Bus service should be made more convenient and attractive by continuing to install covered bus shelters, continuing to provide real-time bus arrival information, and posting bus system information at bus stops. On a routine basis, travel demands should be surveyed and the frequency and scheduling of bus service should be evaluated. Consideration should also be given to the encouragement of patronage via employer transit subsidies.

The City should build on the past success of CUE service to George Mason University by augmenting the schedule to coincide better with evening classes and Sunday library hours at the University. Both the City and the University should market the various transit alternatives and routinely examine the needs and preferences of existing and potential customers.

Priority treatment of buses and other high-occupancy vehicle uses will be examined and considered in the Fairfax Boulevard Corridor. The treatment will address preferential access to and from the Vienna/Fairfax-GMU Metrorail Station as well as along the corridor throughout the Central Fairfax Area.

A downtown intermodal information center that is convenient to many travel options should be considered at a location in proximity to any redevelopment occurring in the old town area. At this location, CUE bus and Metrobus patrons should easily access and utilize a walk-up interactive display kiosk.

Trails

The trails system in the City is an integral part of the overall transportation system interconnecting public transportation, roadway systems and land activities. The trails in the City also provide key travel corridors for commuting to the Vienna/Fairfax-GMU Metrorail Station, employment centers and George Mason University. Trails also serve as major connections to the overall Northern Virginia trail system and offer additional opportunities for recreational and other non-commuting purposes. The Accotink Gateway Connector trails in the City and Fairfax County are designated as commuting trails that link the Gateway Park and the City of Fairfax Connector Trail to the Vienna/Fairfax-GMU Metrorail Station. A more detailed discussion on the trails system is provided in Parks, Recreation and Open Space section of the Comprehensive Plan.

Transportation Systems Management Elements

Transportation Systems Management (TSM) refers to efforts to make the most efficient use of existing transportation facilities rather than emphasizing capital intensive, road construction solutions in solving transportation problems. TSM efforts emphasize operational, managerial and regulatory strategies to influence demands on the transportation network. Many of these techniques are currently used in the City of Fairfax, each of which contributes to improving the overall efficiency of the City's transportation system. The City should continue to explore, implement and encourage TSM improvements in the City and throughout the region, including:

- Flextime and staggered work hours for large employers and employment centers;
- Ridesharing, carpooling and vanpooling;
- Designated high-occupancy vehicle (HOV) lanes on major transportation routes;
- Traffic signal synchronization and optimization;
- Separate turn and deceleration lanes;
- Improved signage and markings;
- Controlled access on major transportation routes;
- Educational and promotional efforts; and
- Telecommuting.

Transportation Information Services

Because the City is primarily built-out, few options are available to address future transportation needs simply through improvements to transportation capacity. The City must consider transportation information techniques and a mechanism for informing the public about traffic congestion and routing options and public transportation schedules and real-time arrival information.

The City should develop a transportation information program and implement new technologies to address the program. The program should be oriented to changing travel patterns and behavior from a reliance on single-occupancy automobile use. Consideration should be given to including the City's cable television capabilities and dynamic message signs to provide transportation information to the public within a regularly scheduled format as well as on a real-time basis.

The transportation information program will identify locations in the City for information centers. The Gateway Regional Park and an old town intermodal site should be included in such an inventory. The program will include methods that communicate information regarding traveling options/ services for pre-trip planning as well as real-time information to assist the pedestrian and vehicular traveler.

Transportation Planning

Guidelines

All future transportation efforts will be reviewed for consistency with the following criteria:

- Improvements to the City's transportation system will be implemented after careful consideration is given to consistency with the City's goals.
- Proposals for each new development or redevelopment that will have a significant impact on traffic within the City will be accompanied by a comprehensive traffic impact analysis and reviewed with respect to the potential impacts.
- Planning, engineering and costing of transportation projects will include aesthetic considerations in accordance with the Community Appearance Plan.
- Residential neighborhoods will be monitored for traffic conditions and traffic control techniques will be implemented where situations warrant.
- Sidewalks and/or trails will be located adjacent to all roads where feasible. Future development proposals will incorporate the development of adjacent missing trail segments and sidewalks.
- Landscaped strips between streets and sidewalks/ trails will be required in conjunction with all road construction projects.
- The underground placement of overhead utilities will be required, under certain circumstances, with all development/ redevelopment and road construction projects.
- The City will continue to improve intersections and provide turn lanes where conditions warrant to improve traffic flow and safety.
- Dedication of rights-of-way and contributions for improvements by developers of adjacent properties are encouraged to accommodate future options for public streets and trails.
- All local and collector streets will be evaluated to determine the need for additional pedestrian safety features.